

APPROACHING MINIMUMS

WE live in interesting times. As deliveries of and billings for new aircraft continue their seemingly inexorable slides, the handwriting is appearing on the walls of corporate boardrooms across the land, but whether the message can be deciphered in time to resurrect the ailing general aviation aircraft manufacturing industry, and whether it will be heeded if it is, remains to be seen. The industry as we knew it is gone, or nearly so. The shape of the industry of the future, if there is to be one, will depend on the foresight and perspicacity of those in control of the corporate checkbooks.

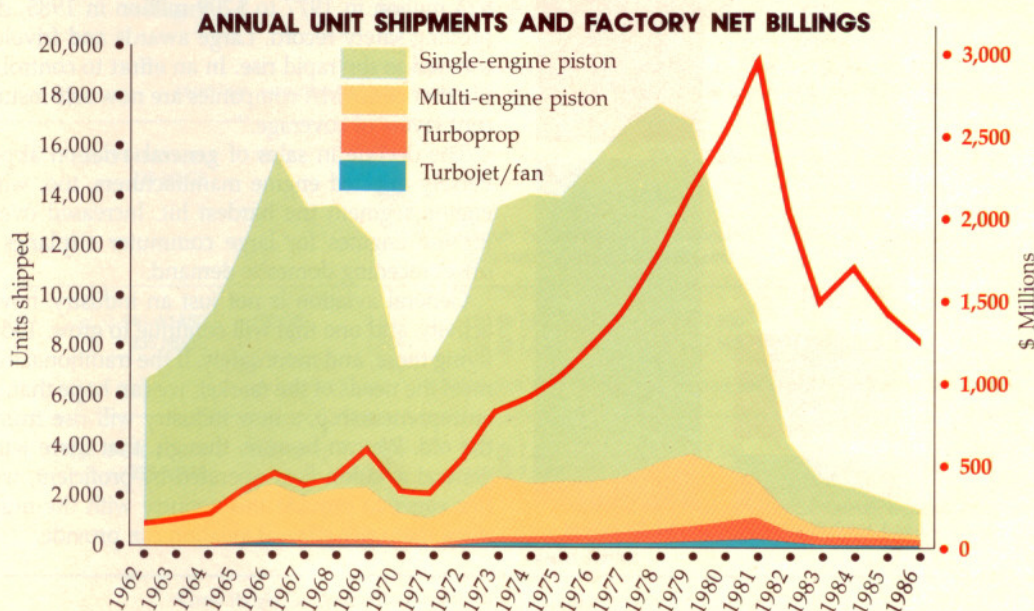
According to the General Aviation Manufacturers Association (GAMA), 1,495 aircraft valued at \$1.26 billion were delivered in 1986: 122 business jets (down 15.9 percent from year-earlier totals), 250 turboprops (down 22.1 percent), 138 piston twins (down 28.5 percent) and 985 piston singles (down 28.1 percent). 1986 was the first year since World War II that single-engine aircraft deliveries have dipped below 1,000 units. U.S. general aviation aircraft manufacturers closed 1986 with a 26.3-percent decline in deliveries and 11.8-percent drop in billings compared to 1985's year-end figures, marking the eighth straight year of declining deliveries and the fourth year of declining billings out of the last five.

Several manufacturers curtailed production of piston-engine aircraft in 1986. Cessna Aircraft's entire single- and multi-engine piston-powered product line has been relegated to on-hold status, the result of a decision by Cessna to discontinue production of all models except for the Citation line of turbofan business jets and the Caravan line of turboprops. In announcing the cutback, Cessna offered little hope of a return to

production of a full product line unless the market effects a complete—and highly unlikely—about-face.

For 1987, the outlook is no better. Piper Aircraft greeted the new year with the grim announcement that virtually all new aircraft production, with the sole exception of the Malibu, likely will cease by midyear. Production of specific models could resume as factory and dealer inventories are drawn down. The beginning of 1987 also was marked by the end of George A. Ruckle's enthusiastic resurrection of Taylorcraft Aviation. Ruckle bought Taylorcraft and moved it from Alliance, Ohio, to the original Piper Aircraft facility in Lock Haven, Pennsylvania. Buoyed by the prospect of a fleet sale to Australia and strong interest from utility operators, Ruckle set about building the venerable tube-and-fabric two-seaters in the glass-walled shop where Piper Cubs had been built by the thousands. Australia balked, however, insisting on complete recertification of the aircraft; few utility operators came forward, and America seemed not to be interested in light aircraft—at least, not new ones costing about \$30,000 each. Ruckle has placed Taylorcraft in Chapter 11 bankruptcy and is offering the company for sale.

Since 1981, the dollar value of general aviation imports has exceeded that of exports. General aviation is the only sector of the U.S. aerospace industry with a trade deficit. The number of aircraft, particularly single-engine piston aircraft, being imported into this country is growing annually. According to the International Trade Administration of the U.S. Department of Commerce, foreign-produced airplanes accounted for 35 percent (\$674 million) of the total value of general aviation aircraft shipped in the United States in 1985, compared to 22 percent in 1980 and seven percent in 1975. The deficit for 1986



SOURCE: GAMA

1987 GENERAL AVIATION AIRCRAFT DIRECTORY

grew to an estimated \$783 million, much of which comprised 20- to 70-seat regional airliners for which U.S. customers are totally dependent on foreign production, including Canada's de Havilland Dash 7 and 8, Brazil's Embraer Brasilia, the United Kingdom's British Aerospace HS-748 and Shorts SD-330 and -360, the Netherlands' Fokker F-27 and Sweden's Saab S-340.

Nevertheless, a 24-percent increase in export shipments and 43.7-percent increase in export billings, brought about by the declining value of the dollar abroad, made a positive contribution to the year's results for U.S. manufacturers. (Exports accounted for 29.4 percent of all units shipped and 26.2 percent of total billings in 1986.) Moreover, Draconian measures such as production cuts and employee layoffs have enabled manufacturers to remain solvent and to continue to support out-of-production models. Also, the recent passage of federal tax reform legislation is credited with ending the uncertainty that some analysts believe had sidelined potential purchasers of business aircraft. Traditionally heavy fourth-quarter buying was further spurred by the investment tax credit transition rule, which allowed application of the ITC to some fourth-quarter business aircraft sales, though some manufacturers were disappointed by the market's response to the rule.

Beech Aircraft was profitable in 1986, and Piper Aircraft may come close to breaking even or posting a modest profit in fiscal 1987. Mooney Aircraft had a very good year: The new 252 has sold well, helping Mooney achieve a profit and injecting new life into the moribund single-engine market. Small specialty firms like Lake Aircraft and Maule continue to produce and sell aircraft at a low but steady rate. And at least one new low-cost trainer/sportplane, DeVore Aviation's Sunbird, is close to its first flight. Scaled Composites, Incorporated, the skunk-works division of Beech Aircraft, is at work on a state-

of-the-art pressurized piston single and a twin that someday could be offered with a choice of either piston, turboprop or turbofan engines.

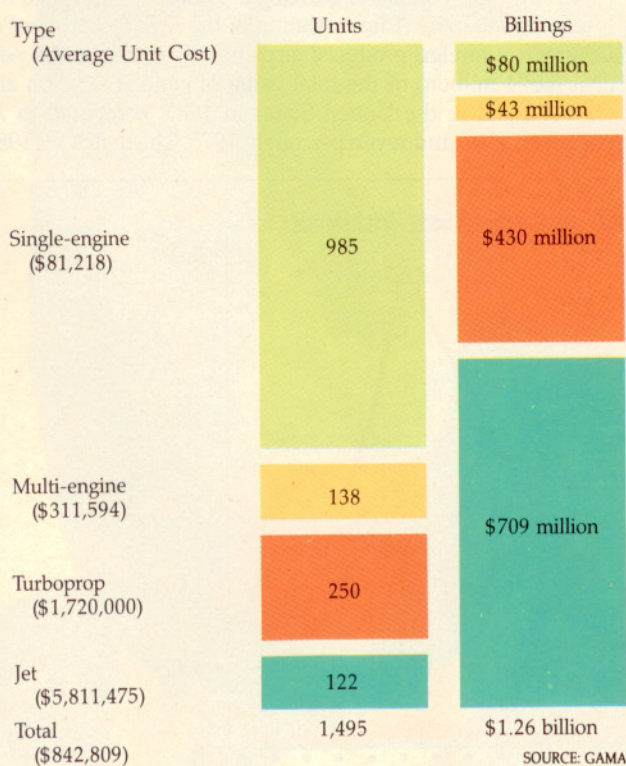
According to the Commerce Department's *U.S. Industrial Outlook 1987*, "The general aviation industry shows no immediate signs of improvement. U.S. producers will deliver a projected 1,225 units [valued at \$890 million] in 1987. Military demand [for general aviation aircraft], which helped to ease the burden in 1985 and, to a lesser degree, in 1986, will likely remain low for the next two years. Foreign producers are expected to maintain a large share of the turbine aircraft market, and foreign penetration in the piston-powered segment could increase." In the long term, the Commerce Department's outlook offers a reason for optimism: "The introduction of advanced general aviation aircraft should help keep U.S. manufacturers a step ahead of their foreign competition. The Beech Starship I turboprop business aircraft, slated for first delivery in 1988, epitomizes new advances in general aviation technology. The Starship I features an all-composite airframe, a pusher-propeller configuration, a tandem wing design and advanced avionics." On foreign competition at the upper and lower ends of the market, however, Commerce is somewhat less sanguine. "Foreign producers will concentrate on the turbine-powered general aviation sectors, especially the large commuter aircraft market. If the domestic exodus from single-engine aircraft production continues in response to soaring product liability costs, offshore manufacturers could make deeper inroads in this market."

James L. Churchill, chairman of GAMA and president of the Collins Avionics Group of Rockwell International, terms product liability a "morass," saying, "Product liability continues to be a cancer eating away at our industry. The question for the future is: Will product liability's chilling effects erode U.S. technological leadership?" GAMA President Edward W. Stimpson identifies product liability as the most serious challenge to the general aviation industry. "Product liability remains the largest single cost element in light aircraft today. [GAMA had estimated that the average cost of product liability coverage for each airplane delivered in 1985 reached about \$70,000, contrasting sharply with costs of \$2,111 per airplane in 1972 and only \$51 in 1962.] Industry-paid claims rose from \$24 million in 1977 to \$209 million in 1985, despite an improving safety record. Large awards and frivolous suits contributed to the rapid rise. In an effort to control these costs, a number of GAMA companies are now self-insured for significant layers of coverage."

The decline in sales of general aviation airplanes has adversely affected engine manufacturers, too, with the piston-engine segment the hardest hit. Increased overseas sales of turbine engines for large commuter airplanes have helped offset receding domestic demand.

General aviation is not just an industry, however; it is an activity, and one that will continue to grow. Today's pilots are flying more, and more safely. If the traditional industry cannot meet the needs of the market, we can hope that, in the spirit of entrepreneurship, a new industry will rise from the ashes of the old. We can be sure, though, that there will always be a general aviation fleet operated by proficient, well-trained pilots eager to provide this country with the multitude of services that only general aviation can provide. —The Editors

1986 GAMA SHIPMENTS



The "1987 General Aviation Aircraft Directory" lists certificated and soon-to-be-certificated aircraft that were in production or available for purchase in the United States as of mid-February 1987. The material compiled for this directory was obtained, for the most part, from the aircraft manufacturers and may be considered current as of January 1, 1987. More recent information has been included when available. In most cases where data were not provided, however, estimates based on other sources have been included. Aircraft are listed in ascending order according to manufacturer's stated base price. When base price was not provided or otherwise available, aircraft were ranked by estimated or projected price. Since pricing policies among manufacturers differ,

manufacturers were asked to elaborate on what equipment is included in the base price of the aircraft. This information is generally provided in the form of notes at the bottom of each listing. Aircraft for which a firm certification date or delivery schedule has been established appear in "In the Works." Specifications of aircraft "In the Works" should be considered preliminary and subject to change without notice.

Readers of this year's directory will note the absence of the "On Hold" section that, in previous years, was used to describe aircraft that had been temporarily suspended from production. For the last few years, however, manufacturers have brought aircraft into and out of production with bewildering frequency in efforts to control inventory

and production costs. Because of these rapid and unpredictable changes in production status, the decision was made to delete "On Hold" as a separate heading. For the specifications of aircraft not found in this year's directory, see "1986 General Aviation Aircraft Directory," March 1986 *Pilot*, p. 53.

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SINGLE - ENGINE FIXED GEAR

Manufacturer and Model	Seats	Powerplant/ Prop type	Fuel Capacity (lb/gal)	Gross Wgt/ Empty Wgt/ Max Payload (w/full fuel, lb)	Cruise Speed (kt)/ Fuel Flow 75% @ alt/pph/gph 65% @ alt/pph/gph	Range w/45-min rsv (nm) 75% @ alt 65% @ alt	Takeoff/ Landing Distance (over 50' obst)	*Rate of Climb (fpm)	Max Optg. Altitude	Stall Speed (landing config., kt)	Base Price
TAYLORCRAFT F-21B	2	Lyc. O-235-L2C, 118 hp/FP	252/42	1,750 1,010 458	107 @ 8,000/36/6 NA	600 NA	450 500	750	18,000	48	\$32,000
Standard equipment including interior and exterior finish.											
MAULE M-5-180C	4	Lyc. O-360-C1F, 180 hp/CS	138/23	2,300 1,325 735	137 @ 7,500/63/10.5 130 @ 7,500/52/8.6	450 @ 7,500 490 @ 7,500	600 600	900	15,000	34	\$41,642
STOL aircraft. Price includes dual controls, engine gauges, gyro instrumentation and heated pitot.											
ARCTIC S1B2 Arctic Tern	2	Lyc. O-320-A2B, 150 hp/FP	240/40	1,900 988 672	102 @ 3,500/48/8 96 @ 3,500/42/7	500 @ 3,000 493 @ 3,000	325 500	1,275	19,000	30	\$45,000
Price includes dual controls, toe brakes, 82/44 McCauley prop. 50-degree flaps, 1-inch Maule tailwheel, 850 x 6 tires, cabin heat, windshield defroster, Lexan windshield and 1,500-lb Cleveland wheels and brakes. Optional Lycoming O320-B2B, 160-hp engine.											
MAULE M-5-235C Lunar Rocket	4	Lyc. O-540-J1A5D, 235 hp/CS	138/23	2,300 1,400 660	150 @ 7,500/87/14.5 142 @ 7,500/72/12	405 @ 7,500 450 @ 7,500	600 600	1,350	20,000	34	\$46,436
STOL aircraft. Gross weight when float equipped is 2,530 lbs. Price includes dual controls, engine gauges, gyro instrumentation and heated pitot. Lyc. IO-540-W1A5D fuel-injected model available for \$49,886.											
MAULE MX-7-235	4-5	Lyc. O-540-W1A5D 235 hp/CS	180/30	2,500 1,500 580	150 @ 7,500/90/15 142 @ 7,500/72/12	405 @ 7,500 450 @ 7,500	600 600	1,350	20,000	35	\$47,983
STOL aircraft. Price includes dual controls and engine gauges. Fuel-injected model available for \$50,589.											
MAULE M-6-235 Lunar Rocket	4	Lyc. O-540-J1A5D, 235 hp/CS	156/26	1,500 1,050 30	150 @ 7,500/90/15 142 @ 7,500/72/12	405 @ 7,500 450 @ 7,500	600 600	1,350	20,000	22	\$49,436
STOL aircraft. Price includes dual controls, engine gauges, gyro instrumentation and heated pitot. Fuel-injected model available for \$52,886.											

*Gross Weight, sea level; FP—Fixed Pitch; CS—Constant Speed; NA—Not Available

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Manufacturer and Model	Seats	Powerplant/ Prop type	Fuel Capacity (lb/gal)	Gross Wgt/ Empty Wgt/ Max Payload (w/full fuel, lb)	Cruise Speed (kt)/ Fuel Flow 75% @ alt/pph/gph 65% @ alt/pph/gph	Range w/45-min rsv (nm) 75% @ alt 65% @ alt	Takeoff/ Landing Distance (over 50' obst)	*Rate of Climb (fpm)	Max Optg. Altitude	Stall Speed (landing config., kt)	Base Price
MAULE M-7-235 Lunar Super Rocket	5	Lyc. O-540-J1A5D, 235 hp/CS	180/30	1,500 1,050 30	150 @ 7,500/90/15 142 @ 7,500/72/12	405 @ 7,500 450 @ 7,500	600 600	1,350	20,000	22	\$53,400
<i>STOL aircraft. Price includes dual controls, engine gauges, gyro instrumentation and heated pitot. Fuel-injected model available.</i>											
CHRISTEN S-1T Pitts Special	1	Lyc. AEIO-360-AIE, 200 hp/CS	120/20	1,150 850 180	156 @ 8,000/75/12.5 NA	280 @ 8,000 NA	600 1,200	2,600	24,000	54	\$61,300
<i>Price includes sliding canopy and fixed windscreen, all-attitude fuel and oil systems, basic engine, flight instruments and standard paint design.</i>											
PIPER PA-28-161 Warrior II	4	Lyc. O-320-D3G, 160 hp/FP	300/50	2,440 1,348 811	126 @ 9,000/60/10 118 @ 12,500/52/8.6	590 @ 9,000 633 @ 12,500	1,650 1,160	644	11,000	44	\$69,860
AEROSPATIALE TB-10 Tobago	4	Lyc. O-360A1AD 180 hp/CS	336/56	2,535 1,477 722	127 @ 6,000/66/11 117 @ 6,000/54/9	653 @ 6,000 NA	1,657 1,394	790	13,000	52	\$72,000 (est)
CHRISTEN S-2S Pitts Special	1	Lyc. AEIO-540-D4A5, 260 hp/CS	210/35	1,575 1,100 265	156 @ 8,000/87/14.5 NA	374 @ 8,000 NA	925 1,350	2,800	22,000	52	\$72,800
<i>Price includes sliding canopy, fixed windscreen, all-attitude fuel and oil systems, basic engine, flight instruments and standard paint design.</i>											
PIPER PA-28-181 Archer II	4	Lyc. O-360-A4M, 180 hp/FP	300/50	2,550 1,413 849	129 @ 8,000/63/10.5 125 @ 12,000/54/9	600 @ 8,000 645 @ 12,000	1,660 1,390	735	13,650	47	\$75,450
CHRISTEN S-2B Pitts Special	2	Lyc. AEIO-540-D4A5, 260 hp/CS	174/29	1,700 1,175 351	160 @ 8,000/103/17.2 NA	288 @ 8,000 NA	925 1,350	2,800	22,000	52	\$76,800
<i>Price includes jettisonable canopy with fixed forward windscreen, all-attitude fuel and oil systems, basic engine, flight instruments in both cockpits and standard paint design.</i>											
MUDRY CAP 10B	2	Lyc. AEIO-360-B2F, 180 hp/FP	246/41	1,830 1,200 384	135 @ SL/60/10 130 @ SL/57/9.5	440 @ SL NA	1,477 1,968	1,100	17,000	43	\$80,000
<i>Price includes dual controls, engine gauges, pitot-static system, wiring for avionics and complete equipment for inverted aerobatics (shoulder harnesses, G-meter, etc.). Gross weight, rate of climb, takeoff and landing distance shown for Utility category.</i>											
PIPER PA-28-236 Dakota	4	Lyc. O-540-J3A5D, 235 hp/CS	462/77	3,000 1,610 958	144 @ 9,100/81.6/13.6 138 @ 12,200/70.8/11.8	720 @ 8,500 770 @ 11,400	1,216 1,530	1,110	17,500	56	\$106,920
WACO YMF-5	3	Jacobs R755B2, 245 hp/FP	294/49 444/74	2605 1905 457	106 @ 5,000/78/13 NA	307 NA	NA	732	NA	49	\$108,000
PIPER PA-32-301 Saratoga	6-7	Lyc. IO-540-K1G5, 300 hp/CS	642/107	3,600 1,935 1,068	150 @ 8,000/108/18 146 @ 10,000/96/16	823 @ 8,000 911 @ 10,000	1,573 1,530	990	16,000	58	\$137,160

SINGLE-ENGINE RETRACTABLE GEAR

Manufacturer and Model	Seats	Powerplant/ Prop type	Fuel Capacity Standard Optional (lb/gal)	Gross Wgt/ Empty Wgt/ Max Payload (w/full fuel, lb)	Cruise Speed (kt)/ Fuel Flow 75% @ alt/pph/gph 65% @ alt/pph/gph	Range w/45-min rsv (nm) 75% @ alt 65% @ alt	Takeoff/ Landing Distance (over 50' obst)	*Rate of Climb (fpm)	Max Optg. Altitude	Stall Speed (landing config., kt)	Base Price
BELLANCA 17-30A Super Viking	4	Cont. IO-520-K, 300 hp/CS	408/68 —	3,325 2,185 732	174 @ 7,500/96/16 162 @ 7,500/84/14	621 @ 7,500 673 @ 7,500	1,420 1,340	1,210	20,000	60	\$92,000
<i>Price includes dual controls, engine gauges, three-blade propeller and pitot-static system.</i>											
MOONEY M20J 201 Lean Machine	4	Lyc. IO-360-A3B6D, 200 hp/CS	384/64 —	2,740 1,671 685	168 @ 8,000/64.8/10.8 163 @ 11,500/57.6/9.6	830 @ 4,000 910 @ 6,000	1,770 1,988	1,030	18,600	54	\$98,900
<i>Price includes King avionics package: KMA 24 audio panel, KX 155 nav/com w/GS, KI 209 VOR/LOC/GS indicator, KX 155 nav/com, KI 208 VOR/LOC indicator, KR 86 ADF, KT 76A transponder, mike, KAP 100 flight control system includes heading select, VOR/LOC capture and track, flight computer, lighted AH and DG.</i>											
MOONEY M20J 205	4	Lyc. IO-360-A3B6D, 200 hp/CS	384/64 —	2,740 1,691 665	171 @ 8,000/64.8/10.8 166 @ 11,500/57.6/9.6	860 @ 4,000 940 @ 6,000	1,770 1,988	1,060	18,600	54	\$101,300
<i>Price includes dual controls, engine gauges and pitot-static system.</i>											
AEROSPATIALE TB-20 Trinidad	4-5	Lyc. IO-540-C4D5D, 250 hp/CS	534/89 —	2,493 1,744 678	164 @ 8,000/72.6/12.1 160 @ 12,000/63/10.5	885 @ 7,000 964 @ 10,000	1,571 1,740	1,260	20,000	54	\$111,000 (est)

*Gross Weight, sea level; FP—Fixed Pitch; CS—Constant Speed; fg—fixed gear; NA—Not Available

Manufacturer and Model	Seats	Powerplant/ Prop type	Fuel Capacity Standard Optional (lb/gal)	Gross Wgt/ Empty Wgt/ Max Payload (w/full fuel, lb)	Cruise Speed (kt)/ Fuel Flow 75% @ alt/pph/gph 65% @ alt/pph/gph	Range w/45-min rsv (nm) 75% @ alt 65% @ alt	Takeoff/ Landing Distance (over 50' obst)	*Rate of Climb (fpm)	Max Optg. Altitude	Stall Speed (landing config., kt)	Base Price
PIPER PA-28RT-201T Turbo Arrow IV	4	Cont. TSIO-360-FB, 200 hp/CS	462/77 —	2,900 1,692 776	172 @ 18,500/84/14 167 @ 20,000/78/13	790 @ 18,000 830 @ 18,000	1,620 1,560	940	20,000	61	\$124,400
Beech F33A Bonanza	4-5	Cont. IO-520-BB 285/CS	444/74	3,400 2,164 804	172 @ 6,000/91/15 163 @ 8,000/80/13	716 @ 6,000 777 @ 10,000	1,769 1,324	1,167	17,858	51	\$131,750
Standard equipment includes IFR package. F33C aerobatic version available for \$184,500 (IFR avionics not included).											
AEROSPATIALE TB-21 Trinidad TC	4	Lyc. TIO-540-AB1AD, 250 hp/CS	444/74	3,083 1,795 844	187 @ 25,000/98.4/16.4 170 @ 25,000/74.4/12.4	890 @ 25,000* 1,030 @ 25,000*	NA NA	1,090**	25,000	59	\$134,000 (est)
*No Reserve. **At 2,000 ft.											
MOONEY M20K 252	4	Cont. TSIO-360-MB1, 210 hp/CS	456/76 —	2,900 1,800 644	202 @ 28,000/76.2/12.7 185 @ 28,000/66/11	935 @ 28,000 1,040 @ 28,000	2,000 2,300	1,080	28,000	59	\$135,900
Price includes dual controls, engine gauges and pitot-static system.											
LAKE LA4/200 EP	4	Lyc. IO-360-A1B6, 200 hp/CS	324/54 540/90	2,690 1,670 696	127 @ 6,500/60/10 122 @ 6,500/54/9	590 @ 6,500 640 @ 6,500	1,450 900 (water) 1,575 1,100 (land)	980	12,500	38	\$152,000
Price includes dual controls, engine gauges, full TSO'd gyro panel, heated pitot, corrosion proofing, cargo door, paddle and bowline.											
PIPER PA-32R-301 Saratoga SP	6-7	Lc. IO-540-K1G5D, 300 hp/CS	642/107 —	3,600 1,999 1,004	159 @ 6,200/108/18 153 @ 10,400/96/16	865 @ 6,400 937 @ 10,400	1,573 1,530	1,010	16,700	57	\$163,730
PIPER PA-32R-301T Turbo Saratoga SP	6-7	Lyc. TIO-540-S1AD, 300 hp/CS	642/107 —	3,600 2,078 927	177 @ 20,000/119.4/19.9 166 @ 20,000/103.2/17.2	844 @ 20,000 920 @ 20,000	1,420 1,640	1,120	20,000	56	\$179,820
BEECH A36 Bonanza	4-6	Cont. IO-550-B, 300 hp/CS	444/74 —	3,650 2,278 941	176 @ 6,000/102/17 167 @ 8,000/86/14	756 @ 6,000 901 @ 12,000	1,913 1,473	1,210	18,500	59	\$197,275
Price includes nav/com and pitot-static system. Max payload calculated at max standard fuel.											
AGUSTA SIAI MARCHETTI SF260C	3-4	Lyc. AEIO-540-D4A5 260 hp/CS	390/65 —	2,430 1,700 340	181 @ 5,000/93.5/15.5 176 @ 10,000/77/12.8	635 @ 6,000 755 @ 10,000	1,550 1,450	1,800	19,000	60	\$210,000 (est)
Certified in aerobatic category with full inverted fuel and oil systems.											
LAKE LA/250 Renegade	6	Lyc. IO-540-C4B5 250 hp/CS	324/54 540/90	3,050 1,950 776	132 @ 6,500/75/12.5 125 @ 6,500/66/11	851 @ 6,500 929 @ 6,500	1,250 NA (water) 1,590 1,150 (land)	980	12,500	48	\$213,000
Price includes dual controls, engine gauges, gyro instruments, pitot-static system, paddle, bowline and cargo door. Also offered with Turbo Lycoming TIO-540. Cruise speed above 14,000 ft.—140 kts.											
BEECH B36TC Bonanza	6	Cont. TSIO-520-UB, 300 hp/CS	612/102 —	3,850 2,398 856	195 @ 25,000/96/16 188 @ 25,000/86/14 (69%)	984 @ 25,000 1,022 @ 25,000 (69%)	2,141 1,692	1,049	25,000	57	\$222,250
Price includes engine gauges, nav/com, VOR/LOC, turbocharged engine, individual toe brakes, gyro instrumentation, clock, fuel gauges, logbooks and manuals, polyurethane exterior paint and ELT.											
PIPER PA-46-310P Malibu	6	Cont TSIO-520-BE, 310 hp/CS	732/122 —	4,100 2,466 932	215 @ 25,000/96/16 205 @ 25,000/84/14	1,330 @ 25,000 1,420 @ 25,000	2,025 1,800	1,143	25,000	59	\$363,000
Price includes full IFR equipment and ELT.											

MULTI-ENGINE PISTON

Manufacturer and Model	Seats	Powerplants	Fuel Capacity: Standard Optional (lb/gal)	Gross Wgt/ Empty Wgt/ Max Payload (w/full fuel, lb)	Cruise Speed (kt)/ Fuel Flow 75% @ alt/pph/gph 65% @ alt/pph/gph	Range w/45-min rsv (nm) 75% @ alt 65% @ alt	Takeoff/ Landing Distance (over 50' obst)	*Rate of Climb/ Engine out ROC (fpm)	Max Optg. Altitude/ SE Svc Ceiling (ft)	Stall Speed (landing config., kt)	Base Price
PIPER PA-34-220T Seneca III	6-7	2 Cont. TSIO-360-KB, 220 hp ea.	588/98 768/128	4,750 2,852 1,363	193 @ 20,000/174/29 191 @ 24,000/138/23	463 @ 20,000 550 @ 20,000	1,210 1,978	1,400 240	25,000 12,300	62 65	\$231,120
BEECH 58 Baron	4-6	2 Cont. IO-550-C, 300 hp ea.	1,164/194 —	5,500 3,481 614	200 @ 8,000/190/32 192 @ 8,000/174/29	1,161 @ 8,000 1,219 @ 10,000	2,371 2,498	1,750 394	20,668 7,284	74 81	\$371,100
Price includes engine gauges, nav/com, ADF and pitot-static system. Max payload calculated at max standard fuel.											

*Gross Weight, sea level; CS—Constant Speed; NA—Not Available

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Manufacturer and Model	Seats	Powerplants	Fuel Capacity: Standard Optional (lb/gal)	Gross Wgt/ Empty Wgt/ Max Payload (w/full fuel, lb)	Cruise Speed (kt)/ Fuel Flow 75% @ alt/pph/gph 65% @ alt/pph/gph	Range w/45-min rsv (nm) 75% @ alt 65% @ alt	Takeoff/ Landing Distance (over 50' obst)	*Rate of Climb/ Engine out ROC (fpm)	Max. Optg. Altitude/ SE Svc Ceiling (ft)	Stall Speed (landing config., kt)	Base Price
PARTENAVIA P68C (fg)	6-7	2 Lyc. IO-360-A1B6, 200 hp ea.	852/ 142 —	4,387 2,711 824	166 @ 7,500/126/21 161 @ 7,500/108/18	1,050 @ 7,500 1,140 @ 7,500	1,300 1,600	1,500 270	19,200 6,900	57 60	\$374,000
<i>Price includes King radio package (basic IFR).</i>											
PILATUS BRITTEN-NORMAN BN 2B-26 Islander (fg)	10	2 Lyc. O-540-E4C5, 260 hp ea.	780/ 130 —	6,600 4,114 1,706	140 @ 7,000/168/28 138 @ 7,000/150/25	700 @ 7,000 750 @ 9,000	1,160 980	860 145	13,600 4,400	40 NA	\$391,650
<i>Equipped to ICAO public transportation standards. Price includes dual controls, engine gauges, avionics package, gyro instrumentation and pitot-static system. Optional wing tip tanks. Approved for FAR Part 135 operation in known icing conditions when properly equipped.</i>											
PILATUS BRITTEN-NORMAN BN 2B-27 Islander (fg)	10	2 Lyc. O-540-E4C5, 260 hp ea.	1,134/ 189 —	6,600 4,191 1,299	140 @ 7,000/168/28 138 @ 7,000/156/26	800 @ 7,000 850 @ 7,000	1,160 980	860 170	14,500 5,150	40 NA	\$411,097
<i>Equipped to ICAO public transportation standards. Price includes dual controls, engine gauges, gyro instrumentation, avionics package and pitot-static system. Optional wing tip tanks. Approved for FAR Part 135 operation in known icing conditions, when properly equipped.</i>											
PARTENAVIA P68 Observer (fg)	6-7	2 Lyc. IO-360-A1B6, 200 hp ea.	852/ 142 —	4,387 2,821 824	165 @ 7,500/126/21 160 @ 7,500/180/19	1,060 @ 7,500 1,140 @ 7,500	1,270 1,570	1,600 320	20,000 7,800	56 60	\$414,000
<i>Price includes King radio package (basic IFR).</i>											
PILATUS BRITTEN-NORMAN BN 2B-20 Islander (fg)	10	2 Lyc. IO-540-K1B5, 300 hp ea.	780/ 130 —	6,600 4,244 1,576	148 @ 7,000/180/30 145 @ 7,000/168/28	600 @ 7,000 660 @ 7,000	1,110 980	1,130 198	19,700 6,150	40 NA	\$430,275
<i>Equipped to ICAO public transportation standards. Price includes dual controls, engine gauges, gyro instrumentation, avionics package and pitot-static system. Approved for FAR Part 135 operation in known icing conditions, when properly equipped.</i>											
PARTENAVIA P68C-TC Turbo (fg)	6-7	2 Lyc. TIO-360-C1A6D, 210 hp ea.	852/ 142 —	4,387 2,866 669	172 @ 12,000/162/27 158 @ 12,000/120/20	775 @ 12,000 940 @ 12,000	1,260 1,600	1,550 290	25,000 14,500	57 63	\$433,000
<i>Price includes King radio package (basic IFR).</i>											
PILATUS BRITTEN-NORMAN BN 2B-21 Islander (fg)	10	2 Lyc. IO-540-K1B5, 300 hp ea.	1,134/ 189 —	6,600 4,321 1,169	148 @ 7,000/180/30 145 @ 7,000/168/28	800 @ 7,000 880 @ 7,000	1,110 980	1,130 223	19,700 7,000	40 NA	\$449,722
<i>Equipped to ICAO public transportation standards. Price includes dual controls, engine gauges, gyro instrumentation, avionics package and pitot-static system. Optional wing tip tanks. Approved for FAR Part 135 operation in known icing conditions, when properly equipped.</i>											

TURBOPROP

Manufacturer and Model	Seats	Powerplants	Fuel Capacity: Standard Optional (lb/gal)	Gross Wgt/ Empty Wgt/ Max Payload (w/full fuel, lb)	Cruise Speed (kt)/ Fuel Flow Max @ alt/pph/gph Econ @ alt/pph/gph	Max. Range w/45-min rsv (nm) @ alt	Takeoff/ Landing Distance (over 50' obst)	*Rate of Climb/ Engine out ROC (fpm)	Max. Optg. Altitude/ SE Svc Ceiling (ft)	Stall Speed (landing config.)/ Vmc (kt)	Base Price
CESSNA 208 Caravan I (fg)	1-10	1 P&W PT6A-114, 600 shp	2,245/ 335 —	8,035 3,862 1,949	184 @ 10,000/360/54 149 @ 10,000/263/40	970 @ 10,000	2,210 1,655	1,050 NA	30,000 NA	61 NA	\$725,000
<i>Price includes nav/com, ADF, transponder, engine instruments, gyro instruments and reversible propeller.</i>											
PILATUS BRITTEN-NORMAN BN-2T Turbine Islander (fg)	10	2 Allison 250B-17C, 320 shp ea.	1,451/ 215 —	7,000 4,040 1,520	170 @ 10,000/396/65 155 @ 10,000/304/50	590 @ 10,000	1,250 1,250	1,050 215	25,000 10,000	45 45	\$870,300
<i>Price includes dual controls, engine gauges, gyro instrumentation, avionics package, pitot-static system and ELT. Approved for Part 135 operation in known icing conditions when properly equipped.</i>											
PARTENAVIA AP 68TP-300 Spartacus (fg)	8-9	2 Allison 250-B17C, 328 shp ea.	1,500/ 224 —	5,732 3,241 820	200 @ 12,000/281/42 180 @ 12,000/261/38	908 @ 12,000	1,267 1,405	2,057 690	25,000 14,000	65 75	\$1,040,000
<i>Price includes King radio package (basic IFR).</i>											

*Gross Weight, sea level; NA—Not Available; fg—fixed gear

Manufacturer and Model	Seats	Powerplants	Fuel Capacity: Standard Optional (lb/gal)	Gross Wgt/Empty Wgt/Max Payload (w/full fuel, lb)	Cruise Speed (kt)/Fuel Flow Max @ alt/pph/gph Econ @ alt/pph/gph	Max. Range w/45-min rsv (nm) @ alt	Takeoff/Landing Distance (over 50' obst)	*Rate of Climb/Engine out ROC (fpm)	Max. Optg. Altitude/SE Svc Ceiling (ft)	Stall Speed (landing config.)/Vmc (kt)	Base Price
CESSNA/REIMS Caravan II	10-14	2 P&W PT6A-112, 500 shp ea.	3,223/481 —	9,435 5,033 1,239	236 @ 10,000/472/70 181 @ 10,000/397/59	1,287 @ 10,000	2,635 2,485	1,851 396	30,000 16,200	75 90	\$1,055,000
Price includes dual nav/com, ADF, marker beacon, glideslope, audio amplifier. SFAR certification (14 seats).											
PARTENAVIA AP68TP-Series 600 Viator	10-11	2 Allison 250-B17C+, 328 shp ea.	1,500/224 —	6,283 3,616 2,006	220 @ 12,000/NA/50 170 @ 12,000/NA/46	880 @ 12,000	1,515 1,650	1,930 430	25,000 11,000	70 75	\$1,209,000
Base price is without avionics.											
CESSNA 425 Conquest I	6-8	2 P&W PT6A-112, 450 shp ea.	2,498/373 —	8,675 4,922 1,301	263 @ 18,000/536/80 251 @ 30,000/352/52	1,510 @ 26,000	2,482 2,145	1,861 357	30,000 17,200	84 92	\$1,245,000
Price includes dual controls, engine gauges, dual nav/com, ADF, RMI, glideslope, transponder, DME, autopilot, HSI, encoding altimeter, gyro instrumentation, pitot-static system, air conditioner, cabin pressure system, strobe lights, oxygen system, corrosion proofing, exterior paint and prop synchronizer.											
BEECH C90A King Air	6-10	2 P&W PT6A-21, 550 shp ea.	2,573/384 —	9,650 6,026 1,111	247 @ 16,000/592/88 235 @ 26,000/422/63	1,317 @ 21,000	2,261 1,672	2,137 626	28,883 15,591	75 90	\$1,347,800
Price includes dual controls, engine gauges, dual nav/com, transponder, DME, ADF, marker beacon, gyro instrumentation, pitot-static system, pressurization, air conditioning and exterior paint. Pressurization differential, five psi.											
CESSNA 441 Conquest II	8-10	2 Garrett TPE331-8-4065, 635 shp ea.	3,223/481 —	9,925 5,801 941	293 @ 24,000/510/76 283 @ 35,000/346/51	2,291 @ 35,000	2,465 1,875	2,435 715	35,000 21,380	74 91	\$1,795,000
Price includes dual controls, dual engine gauges, dual nav/com, marker beacon, ADF, DME, transponder, RMI, radar, flight director, encoding altimeter, gyro instrumentation, pitot-static system, ELT, air conditioning, strobe lights, oxygen system, pressurization system, corrosion proofing and exterior paint.											
DE HAVILLAND DHC-6 Series 300 Twin Otter (fg)	20	2 P&W PT6A-27, 620 shp ea.	2,583/382 —	12,500 7,441 2,511	183 @ 10,000/661/97 145 @ 10,000/452/66	635 @ 10,000 780 @ 10,000	†1,500 †1,500	1,600 340	25,000 11,600	58 64	\$1,800,000
Fully equipped for airline service. †Per SFAR 23.											
BEECH C99 Airliner	17	2 P&W PT6A-36, 715 shp ea.	2,466/365 —	11,380 6,124 2,710	249 @ 8,000/750/112 207 @ 8,000/542/81	655 @ 8,000	3,333 3,117	2,221 539	28,080 14,360	83 91	\$1,875,000
Price includes complete anti-ice and deice equipment, air conditioning, fire protection and detection systems, interior, oxygen system and exterior lighting with strobe lights.											
EMBRAER EMB-110 P1A/41 Bandeirante	18-19	2 P&W PT6A-34, 750 shp ea.	2,884/440 —	13,007 8,007 1,791	224 @ 10,000/NA 178 @ 10,000/NA	1,003 @ 10,000	2,650 2,664	1,640 370	21,500 9,900	73 84	\$1,943,000
Price includes complete hydraulic, electric and fuel systems, air conditioning, thermo-acoustical insulation, heated pitot and static ports, flap asymmetry detection system, complete interior/exterior lighting system including strobe lights, dual controls and instruments, dual windshield wipers, smoke detection system, adjustable pilot and copilot seats, large rear cargo door, front airstair door, three emergency exits, complete exterior polyurethane paint.											
BEECH B200 Super King Air	8-15	2 P&W PT6A-42, 850 shp ea.	3,645/544 —	12,500 7,550 1,395	289 @ 18,000/746/111 279 @ 29,000/518/77	2,025 @ 35,000	2,579 2,074	2,450 740	35,000 21,735	75 86	\$2,215,000
Price includes dual controls, engine gauges, dual nav/com, transponder, radar, DME, ADF, marker beacon, gyro instrumentation, pitot-static system, pressurization, reversible three-blade props, engine-fire detection system, emergency oxygen system, air conditioning and exterior paint. Max payload calculated at max standard fuel.											
PIPER PA-42-720 Cheyenne III A	8-11	2 P&W PT6A-61, 720 shp ea.	3,765/562 —	11,200 6,837 696	305 @ 22,000/760/113 282 @ 35,000/320/48	2,270 @ 35,000	2,325 2,340	2,380 625	35,000 23,200	89 93	\$2,294,000
Price includes engine gauges, full IFR equipment, all weather pitot-static system, dual controls, full deice equipment and environmental control system.											
BEECH 300 Super King Air	8-15	2 P&W PT6A-60A, 1,050 shp ea.	3,611/539 —	14,000 8,290 2,199	317 @ 24,000/798/119 295 @ 35,000/518/77	1,960 @ 35,000	2,208 2,907	2,844 867	35,000 22,878	81 92	\$2,533,000
Price includes dual controls, engine gauges, dual nav/com, transponder, radar, DME, ADF, marker beacon, gyro instrumentation, pitot-static system, pressurization, reversible four-blade props, engine-fire detection system, emergency oxygen system, air conditioning and exterior paint. Max payload calculated at max standard fuel. Certification under SFAR 41.											
PIPER PA 42-1000 Cheyenne 400LS	8-9	2 Garrett TPE331-14, 1,000 shp ea.	3,899/582 —	12,050 7,546 770	351 @ 24,000/940/140 294 @ 41,000/447/66	2,176 @ 41,000	2,232 2,042	3,242 999	41,000 27,000	84 99	\$2,731,000
Price includes engine gauges, full IFR equipment, all-weather pitot-static system, dual controls, full deice equipment and environmental control system.											

*Gross Weight, sea level; CS—Constant Speed; NA—Not Available; fg—fixed gear

1987 GENERAL AVIATION AIRCRAFT DIRECTORY

Manufacturer and Model	Seats	Powerplants	Fuel Capacity: Standard Optional (lb/gal)	Gross Wgt/Empty Wgt/Max Payload (w/fuel, lb)	Cruise Speed (kt)/Fuel Flow Max @ alt/pph/gph Econ @ alt/pph/gph	Max. Range w/45-min rsv (nm) @ alt	Takeoff/Landing Distance (over 50' obst)	*Rate of Climb/Engine out ROC (fpm)	Max. Optg. Altitude/SE Svc Ceiling (ft)	Stall Speed (landing config.)/Vmc (kt)	Base Price
DORNIER 228-201	19	2 Garrett TPE331-5-252D 715 shp ea.	4,221/630 —	13,183 8,220 742	231 @ 10,000/470/70 NA	1,460 @ 10,000	2,150 1,968	1,900 460	29,600 14,100	67 NA	\$2,750,000*
*Fully equipped.											
CASA C-212-300	23	2 Garrett TPE331-10R-513C 900 shp ea.	3,527/528 —	16,975 10,648 2,800	195 @ 10,000/773/115 166 @ 10,000/563/84	830 @ 10,000	2,129 1,909	1,670 341	26,100 9,900	74 85	\$2,900,000 (est)
Passenger version. Weights differ for cargo version.											
BEECH 1900 Airliner/Executive	12-19	2 P&W PT6A-65B, 1,100 hp	2,848/425 —	16,600 8,775 5,087	256 @ 10,000/988/147 226 @ 25,000/580/87	791 @ 25,000	3,260 2,540	2,330 490	25,000 13,000	88 89	\$3,127,200
Price includes complete anti-ice and deice equipment, IFR avionics, air conditioning, fire protection and detection systems, interior, oxygen system and exterior lighting with strobe lights. King Air Exec-Liner available for \$3,500,000.											
FAIRCHILD SA227-AC Metro III/Expediter	21	2 Garrett TPE331-11U-612G, 1,100 shp ea.	4,342/648 —	14,500 9,185 973	280 @ 15,000/704/105 254 @ 26,000/471/70	2,010 @ 26,000	3,200 2,715	2,570 670	31,000 14,250	88 87	\$3,139,000 (est)
Standard equipment includes dual controls, engine gauges, gyro instrumentation, pitot-static system, continuous alcohol/water injection system, power nosewheel steering, reversible four-blade props with synchrophaser, engine-fire detection/extinguisher, strobe lights, 21-place airline interior with 19 quick removable passenger seats, cockpit/cabin fire extinguishers, oxygen system, complete anti-ice/deicing systems, air conditioning, exterior urethane paint in customer's livery. Empty weight includes crew. An increased gross weight version (16,000-lb MGTOW) is available.											
FAIRCHILD SA227 TT/41 Fairchild 300	8-10	2 Garrett TPE331-10U-513G, 900 shp ea.	4,342/648 —	13,230 8,450 438	300 @ 17,000/650/97 270 @ 28,000/440/66	2,357 @ 28,000	3,220 3,005	2,650 690	31,000 14,100	91 109	\$3,229,000 (est)
Standard equipment includes dual controls, engine gauges, gyro instrumentation, pitot-static system, power nosewheel steering, reversible four-blade props with synchrophaser, engine-fire detection/extinguisher, strobe lights, nine-place executive interior with lavatory and hardwood dividers, cockpit/cabin fire extinguishers, oxygen system with automatic presentation masks, complete anti-ice/deicing systems, air conditioning and exterior urethane paint.											
BRITISH AEROSPACE Jetstream 31	9-19	2 Garrett TPE331-10UG, UGR-514H, 940 shp ea.	3,029/504 —	15,212 9,590 2,614	258 @ 15,000/703/105 237 @ 25,000/497/74	1,200 @ 25,000	3,300 3,825	2,080 480	25,000 12,000	84 90	\$3,300,000
Price includes dual controls, engine instrumentation, Collins avionics/weather radar and Sperry flight director.											
FAIRCHILD SA227-AT Fairchild IV C	12-21	2 Garrett TPE331-11U-612G, 1,100 shp ea.	4,342/648 —	14,500 9,520 638	285 @ 15,000/713/106 257 @ 28,000/473/71	2,080 @ 26,000	3,200 2,715	2,600 670	31,000 14,250	88 87	\$3,648,000 (est)
Standard equipment includes dual controls, engine gauges, gyro instrumentation, pitot-static system, continuous alcohol/water injection system, power nosewheel steering, reversible four-blade props with synchrophaser, engine-fire detection/extinguisher, strobe lights, 14-place executive interior with lavatory and hard wood dividers, cockpit/cabin fire extinguishers, oxygen system with automatic presentation masks, complete anti-ice/deicing systems, air conditioning and exterior urethane paint. An increased gross weight version (16,000-lb MGTOW) is available.											
SHORTS 330-200/Sherpa	30	2 P&W PT6A-45R, 1,254 shp ea.	3,840/576 —	22,900 14,701 4,359	190 @ 10,000/896/136 162 @ 10,000/693/105	798 @ 10,000	3,900 3,650	1,180 180	20,000 8,600	74 76	\$3,740,000
Standard equipment includes all instrumentation necessary for airline use, prop synch, yaw damper and training for two pilots and two mechanics. Model with rear loading freight door also available.											
SHORTS 360 Advanced	36	2 P&W PT6A-65AR, 1,409 shp ea.	3,840/576 —	26,453 16,950 5,663	212 @ 10,000/990/150 180 @ 10,000/761/115	744 @ 10,000	4,200 4,020	900 225	20,000 8,800	80 82	\$4,600,000
Price includes equipment and furnishings needed for normal commuter operations, dual Collins Pro-Line avionics, weather radar, anti-ice, prop synch and training for two pilots and two mechanics.											
EMBRAER EMB-120 Brasília	28-30	2 P&W PW 118, 1,800 shp ea.	5,863/875 —	25,353 15,163 4,327	300 @ 22,000/949/142 260 @ 25,000/812/121	1,860 @ 25,000	4,659 4,495	2,120 675	30,000 17,000	88 94	\$5,295,000
Price includes dual controls, complete commuter interior, avionics panel, autopilot, exterior paint, galley, closet and baggage bin.											
SAAB Scania AB SF340 Commuter	30-35	2 GE CT7-5A2, 1,735 shp ea.	5,690/850 —	27,300 17,415 4,195	272 @ 15,000/1,080/161 240 @ 25,000/625/93	1,584 @ 25,000 1,768 @ 25,000	4,000 4,360	1,850 500	25,000 16,200	86 98	\$6,380,000
Price includes Collins EFIS, full IFR avionics, weather radar, 35-passenger airline interior and lavatory. †Per FAR Part 25.											
AIRTECH (CASA/NURTANIO) CN-235-100	40-44	2 GE CT7-9, 1,800 shp ea.	9,045/1,380 9,212	31,746 20,723 1,810	244 @ 15,000/1,059/158 192 @ 15,000/782/117	2,050 @ 18,000 2,325 @ 18,000	2,255 1,920	1,527 420	26,075 14,925	84 88	\$6,500,000 (est)

Weight differs for cargo version. Certified December 1986.

*Gross Weight, sea level; NA—Not Available

Manufacturer and Model	Seats	Powerplants	Fuel Capacity: Standard Optional (lb/gal)	Gross Wgt/ Empty Wgt/ Max Payload (w/full fuel, lb)	Cruise Speed (kt)/ Fuel Flow Max @ alt/pph/gph Econ @ alt/pph/gph	Max. Range w/45-min rsv (nm) @ alt	Takeoff/ Landing Distance (over 50' obst)	*Rate of Climb/ Engine out ROC (fpm)	Max. Optg. Altitude/ SE Svc Ceiling (ft)	Stall Speed (landing config.)/ Vmc (kt)	Base Price
FOKKER F27 Mark 500	56	2 RR Dart 7-537-7, 2,210 shp ea.	9,090/ 1,357 13,180/ 1,967	45,900 27,900 11,600	259 @ 20,000/1,542/230 232 @ 20,000/1,311/196	820 @ NA	5,600 3,740	1,480 NA	25,000 13,800	71 80	\$6,500,000 (est)
AEROSPATIALE/ AERITALIA ATR 42-200	46	2 P&W PW 120 2,000 shp ea.	9,920/ 1,513 —	34,725 21,986 9,979	268 @ NA/930/142	740 @ NA	3,200 3,005	1,860 650	25,000 13,200	130 NA	\$6,850,000
DE HAVILLAND DHC-8 Series 100 Dash 8	36-40	2 P&W PW 120A, 2,000 shp ea.	5,678/ 835 10,244/ 1,506	34,500 22,000 6,822	265 @ 15,000/1,260/185 240 @ 25,000/870/125	1,200 @ 25,000 1,560 @ 25,000	†3,150 †2,980	1,600 400	25,000 14,500	72 75	\$7,000,000
Fully equipped for airline service. †Per FAR Part 25.											
AEROSPATIALE/ AERITALIA ATR 42-300	46-50	2 P&W PW 120 1,800 shp ea.	9,920/ 1,513 —	36,861 22,130 11,380	265 @ NA/1,212/170	950 @ MTOW	3,380 3,050	1,300 †300	25,000 13,200	87 NA	\$7,400,000 † @ MTOW.
DE HAVILLAND DHC-7 Series 150 Dash 7	50-54	4 P&W PT6A-50, 1,120 shp ea.	10,155/ 1,480 18,165/ 2,575	47,000 27,620 9,225	230 @ 10,000/1,910/280 210 @ 16,100/1,453/205	1,170 @ 15,000 1,320 @ 15,000	†2,600 †2,250	1,075 550	25,000 19,000	68 65	\$8,600,000
Fully equipped for airline service. †Per FAR Part 25.											

TURBOFAN

Manufacturer and Model	Seats	Powerplants	Fuel Capacity: Standard Optional (lb/gal)	Gross Wgt/ Empty Wgt/ Max Payload (w/full fuel, lb)	Long-Range Cruise Speed/Fuel Flow kt @ alt/pph/gph	Max. Range w/45-min rsv (nm) @ alt	Takeoff/ Landing Distance (over 50' obst)	*Rate of Climb/ Engine out ROC (fpm)	Bal Field Length (ft)	Max. Optg. Altitude/ SE Svc Ceiling (ft)	Stall Speed (landing config.)/ Vmc (kt)	Base Price
CESSNA S550 Citation S/II	8-10	2 P&W JT15D-4B, 2,500 lbs. thrust ea.	5,820/ 862 —	15,300 8,049 1,031	336 @ 43,000/752/112	1,970 @ 43,000	3,430 3,140	3,040 860	3,240	43,000 24,000	82 83	\$2,995,000
Price includes full IFR Cat. II instrumentation, Sperry FD/AP, Sperry color weather radar, Collins nav/com, dual controls, engine gauges, dual RMI, DME, ADF, transponder, angle-of-attack indicator, interior and exterior paint.												
BEECH Model 400 Beechjet	7-9	2 P&W JT15D-5, 2,900 lbs. thrust ea.	4,904/ 732 —	15,850 9,775 1,231	388 @ 41,000/831/124	1,930 @ 41,000	3,950 2,830	3,960 1,110	3,950	41,000 26,000	87 90	\$3,050,000
Price includes full IFR instrumentation with integrated flight director/autopilot, dual controls, dual flight instrumentation, dual nav/com, dual RMI, marker beacon receiver, ADF, DME, transponder, radar, pressurization and exterior paint.												
GATES 35A Learjet	10	2 Garrett TFE731-2-2B, 3,500 lbs. thrust ea.	6,198/ 925 —	18,500 9,838 2,464	452 @ 41,000/1,206/180 422 @ 43,000/965/144	2,232 @ 43,000	4,972 3,075	4,339 1,276	4,224	45,000 23,000	99 112	\$3,100,000
Price includes complete interior paint and IFR equipment, including integrated flight director/autopilot, dual nav/coms, ADF, dual DMEs, dual RMIs, dual transponders, radio altimeter, color radar, stand-by gyro/power supply and dual IFR instrumentation.												
GATES 36A Learjet	8	2 Garrett TFE731-2-2B, 3,500 lbs. thrust ea.	7,400/ 1,104 —	18,500 9,838 1,262	450 @ 41,000/1,211/181 426 @ 43,000/1,015/151	2,653 @ 43,000	4,972 3,075	4,339 1,276	4,972	45,000 23,000	99 112	\$3,100,000 See comments for 35A.
ISRAEL AIRCRAFT 1124 Westwind 1	7-10	2 Garrett TFE731-3-1G, 3,700 lbs. thrust ea.	8,710/ 1,300 —	23,500 12,600 1,940	401 @ 41,000/997/149	2,533 @ 41,000	5,200 2,450	3,180 905	5,200	45,000 23,000	99 104	\$3,695,000
Price includes thrust reversers, single-point pressure refueling, hydraulic nosewheel steering, radar, stand-by gyro/power supply, angle-of-attack display, autopilot, dual transponders, Davtron clock, compass system, RNAV, strobe lights, recognition lights, ADF, DME, marker beacon, dual nav/com, dual RMI, complete interior, air conditioning, oxygen and paint.												
ISRAEL AIRCRAFT 1124A Westwind 2	7-10	2 Garrett TFE731-3-1G, 3,700 lbs. thrust ea.	9,540/ 1,424 8,870/ 1,324	23,500 12,850 1,060	402 @ 41,000/978/146	3,071 @ 41,000	5,125 2,450	3,400 1,130	5,125	45,000 27,000	99 104	\$4,349,000
Price includes thrust reversers, removable 100-gallon fuel extension tank, single-point refueling, hydraulic nosewheel steering, color radar, stand-by gyro/power supply, angle-of-attack display, dual transponders, Davtron clock, dual compass system, DME, ADF, radar altimeter, autopilot, flight director, VLF, strobe lights, recognition lights, marker beacon, dual nav/com, dual RMI, complete Collins flight management system, complete interior, air conditioning, oxygen and paint.												
DASSAULT Falcon 100	7-9	2 Garrett TFE731-2-1C, 3,230 lbs. thrust ea.	5,912/ 882 —	18,740 10,800 2,028	431 @ 41,000/1,080/161	1,948 @ 41,000	4,500 2,200	4,600 1,535	4,500	45,000 17,000	81 97	\$4,350,000

*Gross Weight, sea level; NA—Not Available

1987 GENERAL AVIATION AIRCRAFT DIRECTORY

Manufacturer and Model	Seats	Powerplants	Fuel Capacity: Standard Optional (lb/gal)	Gross Wgt/Empty Wgt/Max Payload (w/full fuel, lb)	Long-Range Cruise Speed/Fuel Flow kt @ alt/pph/gph	Max. Range w/45-min rsv (nm) @ alt	Takeoff/Landing Distance (over 50' obst)	*Rate of Climb/Engine out ROC (fpm)	Bal Field Length (ft)	Max. Optg. Altitude/SE Svc Ceiling (ft)	Stall Speed (landing config.)/Vmc (kt)	Base Price
GATES 55B Learjet	12	2 Garrett TFE731-3AR-2B1, 3,700 lbs. thrust ea.	6,707/1,001 —	21,750 12,455 2,588	458 @ 41,000/1,362/154	2,250 @ 45,000	5,600 3,300	4,059 1,000	5,600 24,600	51,000 24,600	103 99	\$5,076,000
Price includes complete interior paint and IFR equipment, including integrated digital avionics with five-tube EFIS, digital autopilot air data system, dual nav/coms, ADF, dual DMEs, dual RMI, dual transponders, radio altimeter, color radar, stand-by instruments/power supply, dual audio and dual IFR instrumentation.												
GATES 55B/ER Learjet	12	2 Garrett TFE731-3AR-2B1, 3,700 lbs. thrust ea.	7,049/1,052 —	21,750 12,519 2,182	457 @ 41,000/1,365/204 419 @ 43,000/1,046/156	2,357 @ 45,000	5,600 3,300	4,059 1,000	5,600 24,600	51,000 24,600	103 99	\$5,076,000
											See comments for 55B.	
GATES 55B/LR Learjet	10	2 Garrett TFE731-3AR-2B1, 3,700 lbs. thrust ea.	7,707/1,150 —	21,750 12,649 1,394	455 @ 41,000/1,364/204 418 @ 43,000/1,076/161	2,556 @ 45,000	5,600 3,300	4,059 1,000	5,600 24,600	51,000 24,600	103 99	\$5,076,000
											See comments for 55B.	
ISRAEL AIRCRAFT 1125 Westwind Astra	6-9	2 Garrett TFE731-3A-200G, 3,700 lbs. thrust ea.	9,365/1,398 8,695/1,298	23,500 12,400 1,485	470 @ 39,000/1,474/220	2,453 @ 39,000 3,110 @ 41,000	5,250 2,645	4,500 1,150	5,250 25,000	45,000 25,000	90 98	\$5,495,000
Price includes thrust reversers, removable 100-gallon fuel extension tank, single-point pressure refueling, hydraulic nosewheel steering, boosted ailerons, autopilot, angle-of-attack display, dual VHF nav/com, dual transponders, dual DME, dual RMI, dual compass systems, dual flight director systems (FMS-90 or GNS-1000), Collins five-screen EFIS, color radar, ADF, Davtron clock, marker beacon, stand-by gyro/power supply, complete interior, air conditioning, oxygen and paint.												
BRITISH AEROSPACE BAe-800	8	2 Garrett TFE731-5R-1H, 4,300 lbs. thrust ea.	10,000/1,500 —	27,400 15,120 2,400	440 @ 37,000/1,450/216	2,932 @ 41,000	5,400 2,280	3,500 780	5,400 24,000	41,000 24,000	82 110	\$5,710,000
Price is for green aircraft including all engine controls. Normal completed price with APU, EFIS and full executive interior is \$6,900,000.												
CESSNA 650 Citation III	8-13	2 Garrett TFE731-3B-100S, 3,650 lbs. thrust ea.	7,384/1,094 —	22,200 12,910 1,906	472 @ 35,000/1,708/253	2,525 @ 47,000	5,180 2,900	3,699 805	4,710 23,500	51,000 23,500	97 98	\$5,775,000
Price includes dual IFR instrumentation: 5-inch FD/AP, dual nav/com, color radar. Also included: thrust reversers, full six-place interior w/air lav/heated baggage compartment, single-point refueling and custom paint.												
DASSAULT Falcon 200	8-9	2 Garrett ATF-6A-4C, 5,200 lbs. thrust ea.	10,684/1,595 —	32,000 18,800 2,516	416 @ 39,000/1,520/227	2,589 @ 41,000	5,200 2,275	3,065 830	NA 17,400	42,000 17,400	89 99	\$7,450,000
FOKKER F28 Mark 4000	85	2 RR RB 183, MK555-15P, 9,900 lbs. thrust ea.	17,240/2,581 —	73,000 39,500 22,500	394 @ 35,000/3,589/536	1,120 @ 35,000	4,560 3,385	2,890 NA	2,890 NA	35,000 NA	98 NA	\$11,000,000
DASSAULT Falcon 50	9-13	3 Garrett TFE731-3-1C, 3,700 lbs. thrust ea.	15,520/2,316 —	38,800 21,110 2,180	409 @ 43,000/1,566/234	3,529 @ 45,000	4,700 2,200	3,430 2,200	4,700 31,000	49,000 31,000	77 82	\$11,450,000
GULFSTREAM AEROSPACE Gulfstream III	14-19	2 RR 163-25, SPEY MK 511-8, 11,400 lbs. thrust ea.	28,300/4,192 —	70,200 32,000 3,900	442 @ 45,000/2,667/395	3,880 @ 45,000	5,100 3,200	4,210 1,470	5,100 27,000	45,000 27,000	103 100	\$12,890,000
Price does not include interior completion.												
CANADAIR CL-601-3A Challenger	9-19	2 GE CF-34-3A, 8,650 lbs. thrust ea.	16,665/2,487 —	43,250 20,485 1,900	425 @ 41,000/1,628/243	3,805 @ 41,000	5,400 3,300	4,300 1,210	5,400 25,000	41,000 25,000	123 (est)	\$12,950,000
Standard equipment includes thrust reversers, auxiliary power unit, nosewheel steer-by-wire, carbon brakes, dual ft. dir, VHF, COM/NAV, XPDR, DME, ADF, color radar, autopilot, dual controls and engine instruments. One-engine APR rating: 9,140-lb thrust.												
DASSAULT Falcon 900	12-15	3 Garrett TFE731-5A-1C, 4,500 thrust	19,000/2,836 —	45,500 22,573 3,862	428 @ 43,000/1,707/255	4,200 @ 45,000	5,300 2,300	3,500 1,765	5,400 NA	51,000 NA	81 83	\$13,500,000
GULFSTREAM AEROSPACE Gulfstream IV	14-19	2 R-R 183-03 Tay M610-8, 12,420 lbs. thrust ea.	29,500/4,370 —	72,200 35,200 1,600	459 @ 45,000/NA	4,555 @ 45,000	5,100 3,200	3,816 1,278	5,100 27,000	51,000 27,000	108 101	\$14,750,000
Price does not include interior completion.												
BRITISH AEROSPACE 146-100-30	82	4 Lyc. ALF-502-R-5, 6,970 lbs. thrust ea.	20,740/3,096 22,820/3,406	84,000 49,000 14,260	364 @ 31,000/3,532/527	1,675 @ 31,000	4,000 3,630	2,900 1,420	4,000 21,500	31,000 21,500	90 91	\$16,100,000
Price is for fully equipped airliner.												
BRITISH AEROSPACE 146-200-10	100	4 Lyc. ALF-502-R-5, 6,970 lbs. thrust ea.	20,740/3,096 22,820/3,406	93,000 50,500 21,760	364 @ 31,000/3,892/681	1,475 @ 31,000	4,950 4,080	2,600 1,094	4,950 17,000	31,000 17,000	92/ 91	\$16,800,000
Price is for fully equipped airliner.												

*Gross Weight, sea level; NA—Not Available

Manufacturer and Model	Seats	Powerplants	Fuel Capacity: Standard Optional (lb/gal)	Gross Wgt/ Empty Wgt/ Max Payload (w/full fuel, lb)	Long-Range Cruise Speed/Fuel Flow kt @ alt/pph/gph	Max. Range w/45-min rsv (nm) @ alt	Takeoff/ Landing Distance (over 50' obst)	*Rate of Climb/ Engine out ROC (fpm)	Bal Field Length (ft)	Max. Optg. Altitude/ SE Svc Ceiling (ft)	Stall Speed (landing config.)/ Vmc (kt)	Base Price
MCDONNELL DOUGLAS MD-83	20-155	2 P&W JT8D-219 21,000 lbs. thrust ea.	62,444/ 9,320 —	160,000 83,000 39,000	M.80 @ NA/3,760/562	4,400 @ NA	5,000 3,900	1,800 NA	8,870	37,000 NA	86 NA	\$24,500,000*
*Green.												
BOEING Corporate 77-32 (737-200)	10-50	2 P&W JT8D-17A 16,000 lbs. thrust ea.	34,572/ 5,160 55,080/ 8,160	128,600 66,160 69,560 2,500	421 @ 35,000/4,877/723	2,910 @ 35,000 (std) 4,300 @ 35,000 (opt)	8,450 4,430	2,900 NA	8,450	37,000 18,200	101 105	NA
BOEING Corporate 77-33 (737-300)	10-50	2 CFM 56-3B-2 22,000 lbs. thrust ea.	35,584/ 5,311 57,375/ 8,500	139,000 75,220 78,620 2,500	429 @ 35,000/4,792/710	3,080 @ 35,000 (std) 4,700 @ 35,000 (opt)	7,050 4,580	3,400 NA	9,940	37,000 18,200	103 116	NA

ROTARY WING

Manufacturer and Model	Seats	Powerplant(s)	Fuel Capacity: Standard Optional (lb/gal, no rsv)	Gross Wgt/ Empty Wgt/ Max Payload (w/full fuel, lb)	Max. Cruise Speed kt @ alt/pph/gph	Never Exceed Speed (Vne, kt)	Max Range (nm) @ alt	Hover OGE (ft)	Hover IGE (ft)	Main Rotor Diameter (ft)/ # Blades	Base Price
ROBINSON R22 Beta	2	Lyc. O-320-B2C, 160 hp derated to 131 hp	115/ 19.2 178/ 29.7	1,370 826 429	96 @ 5,000/45/7.5	102	209 @ SL 313 w/ aux fuel	5,200	6,970	25.2 2	\$87,850
Standard equipment includes dual controls, King KY 197 com, rotor brake, rate-of-climb indicator, engine gauges, throttle synchronizer, low rotor rpm horn and light, night lights, quartz clock, landing and cockpit warning lights, anti-collision light, soundproofing, rotor blade tiedowns, windshield cover and two baggage compartments.											
SCHWEIZER 300C	3	Lyc. HIO-360-D1A, 225 hp derated to 190 hp	180/ 30 294/ 49	2,050 1,100 770	86 @ 4,000/72/12	95	211 @ 4,000	5,400	7,900	26.7 3	\$139,500
Price includes engine gauges, airspeed, altimeter, compass, elastomeric main rotor dampers, dual strap inertial reel shoulder harness, pitot-static system, exterior paint, throttle correlator, manuals, cockpit warning lights, low fuel warning and choice of interior.											
ENSTROM F-28F Falcon	3	Lyc. HIO-360-F1AD, 225 hp	240/ 40 —	2,600 1,550 810	92 @ SL/88/14.7	97	304 w/ aux fuel	8,700	13,200	32 3	\$158,900
Estimated average price including night lighting, throttle correlator, engine gauges, airspeed, altimeter, Hamilton vertical compass, main rotor dampers, interior/exterior three-color paint, shoulder harness and all manuals. Engine is turbocharged.											
ENSTROM 280FX	3	Lyc. HIO-360-F1AD 225 hp	240/ 40 —	2,600 1,565 795	91 @ SL/88/14.7	102	318 w/ aux fuel	8,700	13,200	32 3	\$184,500
Price includes Loran, annunciator panel, graphic engine monitor, com radio with intercom, transponder, deluxe headsets, leather seats, baggage compartment and sliding vent windows. Also available without options listed at \$173,900.											
MCDONNELL DOUGLAS MD 500E	5	Allison 250-C20B, 420 shp	403/ 64 —	3,550 1,441 2,109	146 @ 5,000/234/37.8	152	233 @ 5,000	6,100	8,500	26.4 5	\$414,750
Price includes engine gauges, annunciator panel, compass, altimeter, airspeed indicator, pitot-static system, strobe lights, automatic reignition and exterior paint.											
BELL 206 B III JetRanger III	5	Allison 250-C20J, 420 shp	614/ 91 —	3,200 1,635 951	116 @ 5,000/180/27	130	400 @ 5,000	8,800	12,800	33.3 2	\$475,000
Never exceed speed—122 above 3,000 lb. External gross weight—3,350 lb. Price includes engine gauges, pitot-static system and rupture-resistant fuel system.											
AEROSPATIALE AS 350D AStar MK III	6-7	Lyc. LTS-101-600A3, 615 shp	933/ 141 827/125	4,300 2,432 935	125 @ SL/312/47	147	416 @ SL	5,577	8,858	35.1 3	\$480,000
Price includes airspeed indicator, altimeter, rate-of-climb indicator, torque meter, rotor tachometer, clock, warning panel, OAT indicator on canopy, magnetic compass, engine and fuel gauges, pitot-static system, fire-detection system and interior and exterior paint. External gross weight—4,630 lb.											

*Gross Weight, sea level; OGE—Out of Ground Effect; IGE—In Ground Effect; NA—Not Available

1987 GENERAL AVIATION AIRCRAFT DIRECTORY

Manufacturer and Model	Seats	Powerplant(s)	Fuel Capacity: Standard Optional (lb/gal, no rsv)	Gross Wgt/ Empty Wgt/ Max Payload (w/full fuel, lb)	Max. Cruise Speed kt @ alt/pph/gph	Never Exceed Speed (Vne, kt)	Max Range (nm) @ alt	Hover OGE (ft)	Hover IGE (ft)	Main Rotor Diameter (ft)/ # Blades	Base Price
AEROSPATIALE AS 350B Ecureuil	6-7	Turbomeca Arriel, 641 shp	933/141 827/125	4,300 2,432 935	125 @ SL/315/48	147	389 @ SL	7,380	9,675	35.1 3	\$530,000
Price includes airspeed indicator, altimeter, rate-of-climb indicator, torquemeter, rotor tachometer, engine and fuel gauges, fire-detection system, exterior and interior paint, clock, warning panel, OAT indicator on canopy, magnetic compass and pitot heat. External gross weight—4,630 lb.											
MCDONNELL DOUGLAS MD 530F	5	Allison 250-C30B, 650 shp	403/64 —	3,750 1,564 2,186	135 @ 5,000/245/37.8	152	239 @ 5,000	12,000	14,200	27.4 5	\$566,000
Price includes engine gauges, annunciator panel, compass, altimeter, airspeed indicator, pitot-static system, strobe lights, automatic reignition and exterior paint.											
AEROSPATIALE AS 350B-1 Ecureuil	6-7	1 Turbomeca Arriel, 684 shp	933/141 827/125	4,850 2,505 1,412	130 @ SL/377/57	155	335 @ SL	6,560	9,184	35.1 3	\$615,000
Price includes airspeed indicator, altimeter, rate-of-climb indicator, rotor tachometer, engine and fuel gauges, fire-detection system, exterior and interior paint, clock, warning panel, OAT indicator on canopy, magnetic compass and pitot head. External gross weight—5,400 lb.											
BELL 206L-3 LongRanger III	7	Allison 250-C30P, 650 shp	743/110 —	4,150 2,200 1,207	116 @ 5,000/243/36	130	359 @ 5,000	5,400	16,500	37 2	\$695,000
Price includes engine gauges and pitot-static system. Model also available IFR-equipped. Optional 456-shp trans. rating available with OGE hover of 9,000'.											
AEROSPATIALE AS 355F-1 TwinStar	6-7	2 Allison 250-C20F 420 shp ea.	1,272/193 827/125	5,291 2,900 1,119	124 @ SL/435/66	150	391 @ SL	6,400	7,880	35.1 3	\$800,000
Price includes gyro instrumentation, engine gauges, skid landing gear with removable wheels and navigation and instrument lighting system. External gross weight—5,511 lb.											
MBB BO 105 CB Twin Jet III	4-5	2 Allison 250-C20B, 420 shp ea.	1,005/150 —	5,512 2,691 1,522	131 @ SL/318/53	131	310 @ SL	1,500	5,000	32.1 4	\$945,000
Price includes engine instruments and indicators, pitot-static system, altimeter, airspeed indicator, magnetic compass, aircraft covers and ground handling wheels.											
MBB BO 105 CBS Twin Jet III	5-6	2 Allison 250-C20B 420 shp ea.	1,005/150 —	5,512/2,780/1,468	131 @ SL/318/53	131	310 @ SL	1,500	5,000	32.1 4	\$945,000
Price includes engine instruments and indicators, pitot-static system, altimeter, airspeed indicator, magnetic compass, aircraft covers and ground handling wheels.											
AEROSPATIALE AS 355F-2 TwinStar	6-7	2 Allison 250-C20F, 420 shp ea.	1,272/193 827/125	5,600 2,933 1,395	122 @ SL/438/66	150	382 @ SL	4,920	6,560	35.1 3	\$950,000
Price includes gyro instrumentation, engine gauges, skid landing gear with removable wheels and navigation and instrument lighting system.											
MBB BO 105 LS-A3 Lift Ship	5-6	2 Allison 250-C28C, 500 shp ea.	1,005/150 —	5,291 2,919 1,510	123 @ SL/336/56	145	282 @ SL	8,800	14,000	32.1 4	\$1,195,000
Price includes engine instruments and indicators, pitot-static system, altimeter, airspeed indicator, magnetic compass, aircraft covers and ground handling wheels.											
MBB BK 117-A3 Space Ship	8-11	2 Lyc. LTS-101-650B-1, 650 shp ea.	1,058/160 —	7,055 3,737 2,093	139 @ SL/378/63	150	267 @ SL	2,000	8,200	36.1 4	\$1,495,000
Price includes engine instruments and indicators, pitot-static system, altimeter, airspeed indicator, magnetic compass, aircraft covers and ground handling wheels.											
AGUSTA 109A Mark III	8	2 Allison 250-C20B, 420 shp ea.	978/146 —	5,730 3,578 1,174	150 @ SL/425/63	168	363 @ SL	4,900	7,900	36.1 4	\$1,500,000 (est)
Price includes full single-pilot IFR instruments, corporate or EMS interior and SAS.											
BELL 222UT	8-10	2 Lyc. LTS 101-750C-1, 680 shp ea.	1,661/246 —	8,250 4,903 1,686	134 @ 4,000/535/79	150	416 @ 4,000	6,400	†7,100	42 2	\$1,600,000
External gross weight—8,400 lb. Price includes engine gauges, VHF transceiver, gyro instrumentation and pitot-static system. IFR certified w/o AFCS. †Maximum alt. for takeoff and landing.											
BELL 222B	8-10	2 Lyc. LTS-101-750C-1, 680 shp ea.	1,266/188 —	8,250 4,900 2,084	138 @ 4,000/535/79	150	327 @ 4,000	6,400	†7,100	42 2	\$1,750,000
External gross weight—8,400 lb executive. Price includes engine gauges, VHF transceiver, gyro instrumentation, and pitot-static system. †Maximum alt. for takeoff and landing. IFR certified w/o AFCS.											

NA—Not Available; OGE—Out of Ground Effect; IGE—In Ground Effect

Manufacturer and Model	Seats	Powerplant(s)	Fuel Capacity: Standard Optional (lb/gal, no rsv)	Gross Wgt/ Empty Wgt/ Max Payload (w/full fuel, lb)	Max. Cruise Speed kt @ alt/pph/gph	Never Exceed Speed (Vne, kt)	Max Range (nm) @ alt	Hover OGE (ft)	Hover IGE (ft)	Main Rotor Diameter (ft)/ # Blades	Base Price
AEROSPATIALE SA 365N Dauphin 2	14	2 Turbomeca Arriel, 700 shp ea.	1,995/302 827/125	8,818 4,513 2,310	158 @ SL/704/106	160	591 @ SL	5,000	2,000	39.1 4	\$2,278,571
Price includes engine gauges and controls, gyro instrumentation, navigation and instrument lighting system.											
SIKORSKY S-76A Mk II	14	2 Allison 250-C30S, 650 shp ea.	1,897/281 —	10,500 5,930 2,673	144 @ 3,000/621/93	155	453 @ 3,000	1,200	2,400	44 4	\$2,550,000
Price includes engine gauges, VHF transceiver, gyro instrumentation, pitot-static system, dual controls, air conditioning electrical system, rotor brakes and SAS actuators.											
AEROSPATIALE SA 365N-1 Dauphin 2	14	2 Turbomeca Arriel-IC-1, 724 shp ea.	1,977/300 827/125	9,040 4,765 3,298	153 @ 56/691/105	160	460 @ SL	3,610	6,890	39 4	\$2,805,000
Price includes enlarged Fenestron with 11 composite blades, SFIM 155D autopilot, copilot kit, power-assisted brakes, nosewheel caster lock, MRH gust stop.											
BELL 212 Twin	15	2 P&W PT6T-3B, 900 shp ea.	1,451/215 —	11,200 5,972 3,777	107 @ 4,000/650/96	100	238 @ 4,000	NA	†4,600	48 2	on request
External gross weight—11,200 lb. Price includes engine gauges, VHF transceiver, gyro instrumentation and pitot-static system. †Maximum alt. for takeoff and landing.											
SIKORSKY S-76B	14	2 P&W PT6B-36 981 shp ea.	1,897/281 —	11,400 6,656 2,847	145 @ 3,000/785/117	155	358 @ 3,000	5,350	8,600	44 4	\$3,175,000
Price includes engine gauges, VHF transceiver, gyro instrumentation, pitot-static system, dual controls, air conditioning electrical system, rotor brakes and SAS actuators.											
BELL 412	15	2 P&W PT6T-3B, 900 shp ea.	2,228/330 —	11,900 6,470 3,202	125 @ 5,000/725/107	140	402 @ 5,000	NA	†1,400	46 4	on request
Price includes AFCS. †Maximum alt. for takeoff and landing.											
WESTLAND Westland 30 Series 100-60	19	2 R-R Gem 60-3 Mk530 1,185 shp ea.	2,300/343 1,300/194	12,800 7,700 5,100	120 @ 3,000/625/93	120	395 @ NA	2,900	2,900	43.8 4	\$4,000,000
Price includes IFR package, dual controls and airline interior.											
AEROSPATIALE AS 332L Super Puma	25	2 Turbomeca Makila, 1,755 shp ea.	3,586/544 Up to 6,087/926	18,960 9,560 5,814	144 @ SL/1,143/167	150	459 @ SL	6,070	8,200	51.2 4	\$4,610,000
Price includes dual controls, engine gauges, gyro instrumentation, navigation and instrument lighting system.											
BELL 214ST	16-20	2 GE CT7-2A, 1,625 shp ea.	2,936/435 —	17,500 9,481 5,083	138 @ 4,000/885/131	136	458 @ 4,000	1,000	†6,400	52 2	on request
Price IFR-equipped includes pilot/copilot instruments and controls, AFCS, ADF, transponder, dual VOR/LOC/glide slope, marker beacon, dual VHF transceivers, RNAV, DME and encoding altimeter. †Maximum alt. for takeoff and landing.											
AEROSPATIALE AS 332L-1 Super Puma	25	2 Turbomeca Makila 1A-1, 1,877 shp ea.	3,586/544 up to 6,081/926	18,960 9,745 5,629	144 @ SL/1,200/182	150	470 @ SL	7,544	10,168	51.2 4	\$6,150,000
Price includes dual controls, engine gauges, gyro instrumentation, navigation and instrument lighting system.											

AGRICULTURAL

Manufacturer and Model	Seats	Powerplant/ Prop type	Hopper Capacity (gal)	Fuel Capacity (lb/gal)	Gross Wgt/ Empty Wgt/ Max Payload (w/full fuel, lb)	Working Speed (kt)/ pph/gph	Takeoff/ Landing Distance (over 50' obst)	*Rate of Climb (fpm)	Stall Speed (landing config., kt)	Base Price
AIR TRACTOR AT-301	1	P&W R-1340, 600 hp/CS	320	456/76	7,500 3,800 3,700	105-123 192/32	NA	NA	52	\$105,000
Price includes spray equipment and electrical system.										
AIR TRACTOR AT-301B	1	P&W R-1340, 600 hp/CS	350	756/126	7,550 3,850 3,700	105-123 216/36	NA	NA	52	\$108,500
Price includes spray equipment and electrical system.										

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1987 GENERAL AVIATION AIRCRAFT DIRECTORY

Manufacturer and Model	Seats	Powerplant/ Prop type	Hopper Capacity (gal)	Fuel Capacity (lb/gal)	Gross Wgt/ Empty Wgt/ Max Payload (w/full fuel, lb)	Working Speed (kt)/ pph/gph	Takeoff/ Landing Distance (over 50' obst)	*Rate of Climb (fpm)	Stall Speed (landing config., kt)	Base Price
SCHWEIZER G-164B	1	P&W R-985 450 hp/CS	325	384/64	7,020 3,625 3,011	90-110 138/23	1,300 1,100	730	60	\$119,775
Price includes liquid spray system.										
AIR TRACTOR AT-401	1	P&W R-1340 600 hp/CS	400	756/126	8,250 4,150 4,100	105-123 216/36	NA	NA	46	\$125,900
Includes 126-gallon fuel tanks, speed ring, all-metal empennage, hydromatic prop, 4-piston brakes and all spray equipment.										
AIR TRACTOR AT-501	1	P&W R1340-G, 600 shp/CS	500	756/126	9,250 4,600 4,650	105-123 216/36	NA	NA	48	\$135,000
Includes 126-gallon fuel tanks, speed ring, all-metal empennage, 3-blade hydromatic prop, dual 3-piston brakes and all spray equipment.										
AYRES S2R-600 Thrush	1	P&W R-1340, 600 hp/CS	400	636/106	6,900 3,700 2,564	90-100 187/31	1,350 675	1,040	57	\$135,500
Price includes two-inch spray system, 24-volt electrical system, 50-volt alternator, electric starter, sealed cockpit, navigation/instrument and wing tip strobe lights.										
SCHWEIZER G164B Ag-Cat	1	P&W R-1340, 600 hp/CS	400	480/80	7,020 3,650 1,070	90-105 198/33	1,050 NA	NA	52	\$139,256
Price includes engine gauges, pitot-static system, spray dispersal system, engine gauges, navigation light extend, power unit and locking tailwheel.										
AYRES S2R-1820 Bull Thrush	2	Wright R-1820, 1,200 hp/CS	510	1,368/228	10,000 4,990 3,642	90-130 360/60	750 950	2,033	60	\$169,500
Price includes two-inch spray system, windshield wiper/washer, 24-volt/200-amp electrical system, 29-inch tires/wheels, aft crew seat, navigation/instrument and wing tip strobe lights.										
AIR TRACTOR AT-400A	1	P&W PT6A-20, 550 shp/CS	350	819/126	7,200 3,300 3,900	105-123 247/38	NA	NA	48	\$170,000
Price includes spray equipment and electrical system.										
PEZETEL PZL M-18A Dromader	2	PZL-ASZ-62 IR, 1,000 hp/CS	660/ 700	1,140/190	10,370 5,645 3,585	100-125 252/300	1,500 NA	NA	63	\$177,995
Price includes factory new engine, spray system and 600-hr or one-year warranty.										
AIR TRACTOR AT-400	1	P&W PT6A-15AO, 680 shp/CS	400	819/126	7,800 3,600 4,200	105-132 247/38	NA	NA	49	\$292,500
Price includes spray equipment and electrical system.										
SCHWEIZER G-164B-600 Turbine Ag-Cat	1	P&W PT6A-15AG, 680 shp/CS	400	540/80	7,020 3,150 1,510	113 NA	1,500 NA	NA	NA	\$302,837
Choice of four different engines.										
AIR TRACTOR AT-502	1	P&W PT6A-15AG, 680 shp/CS	500	819/126	8,800 3,900 4,900	105-132 247/38	NA	NA	46	\$310,000
Includes all spray equipment and dual 3-piston brakes.										
AYRES S2R-T11/400 Turbo Thrush	1-2	P&W PT6A-11AG, 500 shp/CS	400	1,550/228	8,500 3,900 3,050	90-130 272/40	800 500	990	57	\$327,500
Price includes Hartzell reversing full feathering propeller, centrifugal air filtration system, two-inch spray system, windshield wiper/washer, 24-volt/200 amp electrical system, 29-inch tires/wheels, aft facing crew seat, navigation/instrument and wing tip strobe lights.										
AYRES S2R-T15/400 Turbo Thrush	1-2	P&W PT6A-15AG, 680 shp/CS	400	1,550/228	8,500 3,900 3,050	90-130 272/40	800 500	1,350	57	\$351,500
Price includes Hartzell reversing full feathering propeller, centrifugal air filtration system, two-inch spray system, windshield wiper/washer, 24-volt/200-amp electrical system, 29-inch tires/wheels, aft crew seat, navigation/instrument and wing tip strobe lights. Also available with 510-gal hopper.										
PEZETEL PZL M18 Turbo-Dromader	1 or 2	PT6-45, 1,167/5 BLD/CS	600/ 700	1,235/190	12,449 5,059 6,205	135-150 342/57	1,500 NA	NA	60	\$389,000 (est)
Available as single or dual seat.										

*Gross Weight, sea level; CS—Constant Speed; NA—Not Available

Manufacturer and Model	Seats	Powerplant/ Prop type	Hopper Capacity (gal)	Fuel Capacity (lb/gal)	Gross Wgt/ Empty Wgt/ Max Payload (w/full fuel, lb)	Working Speed (kt)/ pph/gph	Takeoff/ Landing Distance (over 50' obst)	*Rate of Climb (fpm)	Stall Speed (landing config., kt)	Base Price
AYRES S2R-T34/510 Turbo Thrush	1-2	P&W PT6A-34AG, 750 shp/CS	510	1,550/228	8,500 3,900 3,050	90-130 272/40	800 500	1,750	57	\$395,500
Price includes Hartzell reversing full feathering propeller, centrifugal air filtration system, two-inch spray system, windshield wiper/washer, 24-volt/200-amp electrical system, 29-inch tires/wheels, aft crew seat, navigation/instrument and wing tip strobe lights. Also available with 400-gal hopper.										
NORMAN Aeroplane Fieldmaster	2	P&W PT6A-34AG, 750 shp/FP	547	1,647/244	10,000 4,480 3,695	NA	1,160 †300	730	61	\$400,000
†With reverse thrust.										
AIR TRACTOR AT-503	2	P&W PT6A-45R, 1,100 shp/CS	500	1,690/260	10,500 4,800 5,700	110-140 370/57	NA	NA	51	\$475,000
Includes all spray equipment, strobe lights and dual 3-piston brakes.										
AYRES S2R-T65/510 Turbo Thrush	2	P&W PT6A-65R, 1,230 shp/CS	510	1,550/228	10,500 4,000 4,950	140 374/55	NA	3,750	57	\$595,500
Includes Hartzell reversing 5-blade propeller, centrifugal air filtration system, two-inch spray system, windshield wiper/washer, 24-volt/200-amp electrical system, 29-inch tires and wheels, aft crew seat, navigation/instrument and wing tip strobe lights. Also available with 400-gallon hopper.										

SAILPLANE

Manufacturer and Model	Seats	Gross Wgt/ Empty Wgt/ Ballast Wgt (lb)	Max Speed (kt)	Stall Speed (kt)	Airplane Tow (max kt)	Auto/Winch Tow (max kt)	Min Sink (kt)	Best Lift Over Drag Speed (kt)	Lowest Sink Rate (fps)	Glide Ratio	Length (ft)/ Span (ft)	Base Price
GLASER-DIRKS DG-101 Club	1	940 490 290	140	32	90	70	39	55	1.8	36:1	22.92 49.16	\$13,100
Club-class sailplane with safety cockpit and fixed landing gear.												
GLASER DIRKS DG-101	1	940 500 290	140	33	90	70	39	57	1.8	39:1	22.92 49.16	\$13,400
Price includes retractable landing gear, water ballast, oxygen mount, canopy cover and antenna.												
VALENTIN Mistral-C	1	772 510 NA	135	35	91	70	42	57	1.9	37.5:1	22.92 49.16	\$13,500
SCHLEICHER ASK-23	1	838 507 NA	119	32	80	67	38	42	2.1	34	23 49	\$16,000
SCHEMPP-HIRTH Discus	1	1,157 503 NA	135	36	NA	NA	NA	42.2	116	NA	21.59 49.21	\$16,544
GLASER DIRKS DG-300 Standard	1	1,157 540 480	146	35	98	78	41	59	1.8	42:1	22.42 49.16	\$16,900
Features an HQ airfoil with laminar boundary flow control on wings and an adjustable CG.												
SCHLEICHER ASW-19B	1	1,000 550 240	133	35	92	67	38	58	2	38.5:1	22 49.16	\$17,000
Flight instrumentation extra.												
SCHEMPP-HIRTH Ventus	1	1,102 485 331	135	38	97	81	43	64	2.1	44:1	21.42 49.16	\$17,900
Carbon fiber wing construction.												
GLASFLÜGEL- BRAUCHLE 304B	1	995 519 254	135	32	NA	NA	42	62.6	112	43:1	21.2 49.2	\$18,800
15-meter racer. All controls automatically hook up. Price includes front-hinged canopy, rotating trailing edge dive brakes/spoilers and flaps.												

*Gross Weight, sea level; FP—Fixed Pitch; CS—Constant Speed; NA—Not Available